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WHICH PASSED OFF FIGHT WING WAS CLIMBING AT 70/80 DEGPEE ANGLE, LOOKED LONG WITH FINS ON ITS TAIL AND POTATING TWO TO FIVE TIMES PEP SECOND ESTIMATED AND CONNING AS IT WENT OUT OF SIGHT ABOVE. A LATEP LOOK IN REAF VIEW MIRROW SHOWED ALL CONTRAILS FLYING THE SAME PATTERN, THEPE-FOPE, ASSUME THIS ONE ALSO PUSHED OVER TO DIVE ON HIM. IF EXAMINATION OF THE HOLE AND FRAGMENT FOUND IN THE AIRCRAFT SHOWS IT CAME FROM A MISSILE, WHICH I STRONGLY SUSPECT, THIS SERVES AS PROOF OF ACCUPACY. IT APPEARS TO US AS THOUGH THIS MAY HAVE BEEN A FLOCK OF THE GRIFFON TYPE SAM (ZUP-D) PERHAPS WITH TERMINAL GUIDANCE WHICH MAY HAVE BEEN IF.

- 2. BELIEVE WE SHOULD ALSO EXAMINE AND CHANGE OUR OPERATIONAL TACTICS IN AS MANY APEAS AS POSSIBLE. AS A START IN THE TACTICS AFEA I SUGGEST THE FOLLOWING FOR YOUR CONSIDERATION:
- A. SINGLE PASS OVER THE TAPGET AFEA CHANGING THE PENETRATION ROUTING AS MUCH AS POSSIBLE FROM THAT PREVIOUSLY USED.
- B. PLANNING THE FLIGHT FOR MAXIMUM ALTITUDE AND SPEED OVER THE KNOWN SAM DEFENSE AREAS.
 - C. CHANGE TIME OF OVERFLIGHT OUT OF THE POUTINE 0200Z AREA.
- D. COOPDINATE OUF OVERFLIGHT TO COINCIDE WITH TACTICAL AIRCPAFT OPERATIONS IN THE SAM AREAS. THIS TO INCLUDE BOTH AF AND NAVY.
- E. ELIMINATE OF PEDUCE NOTIFICATION PRESENTLY PROVIDED TO NUMEROUS ORGANIZATIONS THROUGH 313ADIV IAW THE JCS DOCUMENT.
- F. PROGRAM ROUTE SO AS TO PPOVIDE OBLIQUE PHOTOGRAPHY OF INTEPEST AREAS TO AVOID DIPECT OVERFLIGHT OF KNOWN HEAVY SAM AREAS.

 POSSIBLE CONSIDERATION SHOULD BE GIVEN TO USING PKG FOUR IN THIS TYPE OPERATION.
 - G. CHANGE ROUTING TO TARGET AREA AS FEQUIRED TO PROVIDE A Sanitized Copy Approved for Release 2009/12/10 : CIA-RDP69B00041R001100060013-7

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CONSIDERABLE CHANGE IN TIME ENPOUTE FROM TAKE OFF TO OVERFLIGHT.

- H. USE OTHER REFUELING AREAS TO POSSIBLY PRECLUDE ANY TIPOFF OF OUF POUTE OF FLIGHT.
- I. STAGE TANKERS TO ELIMINATE POSSIBLE CONNECTIONS OF LOCALLY BASED TANKER ACTIVITY WITH OUR AIRCRAFT OPERATIONS.
- J. PROGRAM ROUTE FOR A TURN OVER THE SAM DEFENSE AREAS.

 AGAIN PACKAGE FOUR COULD BE USED AND PROGRAMMED FOR OBLIQUE OPERATION
 IN THIS TURN TO OBTAIN VERTICAL OF NEAR VERTICAL PHOTOGRAPHY.
- K. TAKE OFF KADENA MAX GPOSS WITHOUT TOPOFF AND PROCEED DIFECT TO A/P STEEL BRIDGE.
- L. STAGE ARTICLE OUT OF TAKHLI WITH WITHDRAWAL A/R OFF CLARK, P.I.
 - 3. SUGGESTIONS IN THE EWS AREA ARE:
 - A. ALTERNATE USING MAD MOTH AND BIG BLAST.
- B. STUDY ANTENNA PATTERNS AND EFFECT OF EWS SYSTEM IN TURNS (THIS INCLUDES BOTH OF AND JAMMING SYSTEMS).
- C. EXAMINE POSSIBILITY OF INSTALLING CHAFF SYSTEMS IN THE AIPCPAFT.
- D. STUDY EFECTS OF EWS SYSTEMS ONCE SAM PROCEEDS TO A POSITION ABOVE THE AIRCRAFT.
- E. EXAMINE POSSIBILITY OF INSTALLING IR MISSILE DEFENSIVE SYSTEMS IN THE AIPCPAFT.
- 4. AS STATED ONCE BEFORE, IT BECOMES A SIMPLE TIMING PROBLEM TO CALCULATE A SECOND PENETRATION TIME USING TACTICS SUCH AS WE HAVE BEEN USING. IT APPEARS THE SECOND PASS IS THE MOST VULNEPABLE. WE MUST GIVE OUF OPPONENTS THE CREDIT FOR BEING ABLE TO MAKE THESE CALCULATIONS AND/OR CHANGE THEIR TACTICS TO COUNTER THIS AIRCRAFT. A DETERMINED EFFORT ON THEIR PART COULD VERY LIKELY GET US UNLESS WE KEEP AHEAD

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0040 TOPSECRET PAGE 4 AND KEEP THEM GUESSING. THEIP EFFORT AGAINST BX6734 WAS TOO CLOSE

5. I'M SURE YOU FOLKS APE ALSO THINKING HARD ABOUT THIS PROBLEM AS WE WOULD ALL LIKE TO SEE A GOOD COUNTER TO THE THREAT. THE ABOVE IS SUBMITTED BECAUSE I BELIEVE THE OLD ADAGE "TWO HEADS ARE BETTER THAN ONE" APPLIES. KEEP US POSTED ON ANY UPDATED INFO YOU RECEIVE ON SAM SYSTEMS.

T O P S E C P E T TOP: 311125Z OCT 67

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FOR COMFORT.

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